BookletChart™

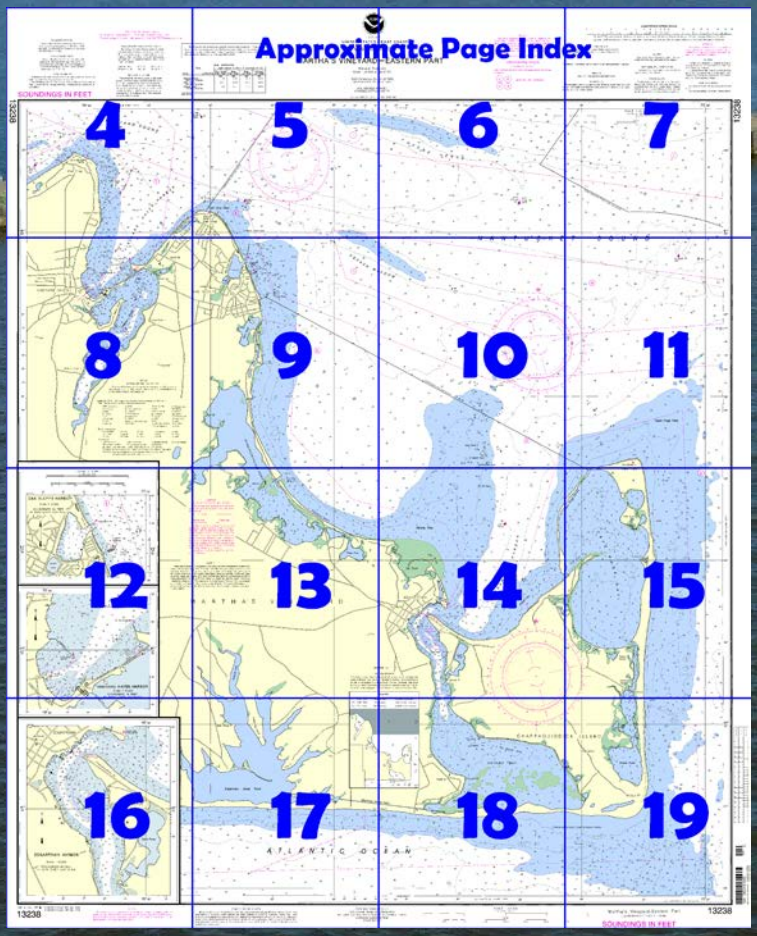
Martha's Vineyard – Eastern Part

NOAA Chart 13238

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

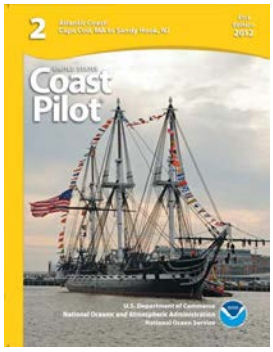
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13238.



(Selected Excerpts from Coast Pilot)
Muskeget Channel is an opening 6 miles wide on the south side of Nantucket Sound between Muskeget and Chappaquiddick Islands. The opening is full of shifting shoals. The best water is found close to the eastward of Wasque Shoal and about 1.5 miles eastward of the eastern shore of Chappaquiddick Island. Although this channel is partly buoyed, strangers should never attempt it as tidal currents with velocities of 2 to 5 knots make navigation dangerous. The currents through the channel are strong, having a velocity of 3.8 knots on the flood and 3.3 knots on the ebb about 1.5 miles east of Wasque Point. The flood sets north-northeastward and ebbs south-southwestward.

Wasque Shoal extends southward of **Wasque Point**, the southeastern extremity of Chappaquiddick Island. The shoal, which dries about 2 miles south of Wasque Point, rises abruptly from deep Muskeget Channel.

Martha's Vineyard and **Chappaquiddick Island** have a combined length of 18 miles; the two islands are separated by Edgartown Harbor, Katama Bay, and the narrow slough connecting them. The northern extremity of Martha's Vineyard is about 3 miles southeastward of the western end of Cape Cod. Martha's Vineyard is well settled, especially along its northern shore, and is popular as a summer resort. Along the northern shore the island presents a generally rugged appearance. The southern shore is low and fringed with ponds, none of which has navigable outlets to the sea. Approaching from the south, the principal landmarks are a standpipe at Edgartown, an aerolight near the center of the island, a church spire near **Chilmark** in the western part, a tall radar tower north of Chilmark, and Gay Head on the west side.

Cape Poge, the northeastern point of Chappaquiddick Island, is a bare, bluff, precipitous head, which may appear from a distance to be a small island. **Cape Poge Light** (41°25'10"N., 70°27'08"W.), 65 feet above the water, is shown from a white conical tower on the cape.

Cape Poge Flats, extending about 1.5 miles northeastward from Cape Poge, are marked at the northeast end by a bell buoy. The southerly edge of the white sector of West Chop Light is about 0.9 mile north of the buoy. Shoal water extends about 0.4 mile offshore westward and northwestward of Cape Poge. A buoy, 1 mile west-northwestward of Cape Poge Light, marks the western side of the shoal water.

Cape Poge Bay, a lagoon of considerable size in the northern part of Chappaquiddick Island, is entered from Edgartown Harbor. The unmarked entrance is used mostly by local pleasure and fishing craft. In 1981, it was reported that 4 feet could be carried through the entrance channel with local knowledge.

Anchorages.–Anchorage with good shelter from easterly gales is found westward of Cape Poge on the eastern side of the outer harbor. In westerly and southerly gales vessels find shelter in the southern end of the outer harbor about 0.4 mile eastward or east-southeastward from Edgartown Harbor Light. In northerly or northeasterly gales vessels usually go to Woods Hole or Tarpaulin Cove for sheltered anchorage. Vessels should not anchor in the channel abreast the town where the bottom is hard sand, the channel narrow, and tidal currents strong. Southeast of the town, anchorage may be found south of Middle Ground in depths of 24 to 30 feet, sticky bottom. Small craft usually anchor in the **special anchorage** in the vicinity of Middle Ground. (See **110.1** and **110.38**, chapter 2, for limits and regulations.)

Dangers.–On the western side of the outer harbor is a shoal area extending 2.8 miles northward of Edgartown Harbor Light. A bell buoy marks the northern edge of the shoal; vessels entering or leaving the harbor pass eastward of this buoy. The depths over the remainder of the shoal are irregular, and there are a rock awash and several rocks covered 3 to 5 feet. Strangers should never attempt to pass across this shoal. The channel into Edgartown Harbor is marked by a lighted buoy and unlighted buoys.

Sturgeon Flats, covered 2 to 18 feet, extend about 600 yards off the southeastern shore of the outer harbor between the narrow entrance to Cape Poge Bay and the entrance to the inner harbor. In 2004, an obstruction covered 19 feet was reported in about 41°23'31"N., 70°29'27"W.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston	Commander 1st CG District Boston, MA	(617) 223-8555

Table of Selected Chart Notes

Corrected through NM Aug. 4/07
Corrected through LNM Jul. 24/07

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:20,000 at Lat 41°25'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Hyannis, MA	KEC-73	162.55 MHz
Providence, RI	WXJ-39	162.40 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.414" northward and 1.893" eastward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: ——— — ——— —

Submerged piling may exist in these areas.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

ANCHORAGE AREAS

110.140 (see note A)

Limits and designations of anchorage areas are shown in magenta.

E G H I GENERAL ANCHORAGES

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

TIDAL CURRENTS

In Nantucket Sound the tidal currents are strong and their times and velocities vary considerably from place to place.

For full information the Tidal Current Tables, Atlantic Coast and the Tidal Current Charts, Narragansett Bay to Nantucket Sound should be consulted.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

COLREGS, 80.145 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Vineyard Haven	(41°27'N/70°36'W)	1.9	1.8	0.1
Cape Poge	(41°25'N/70°27'W)	2.4	2.3	0.1
Wasque Point	(41°22'N/70°27'W)	1.2	1.1	---

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jul 2007)

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This nautical chart has been designed to promote safe navigat
Ocean Service encourages users to submit corrections, additions,
improving this chart to the Chief, Marine Chart Division (N/CS2)
Service, NOAA, Silver Spring, Maryland 20910-3282.

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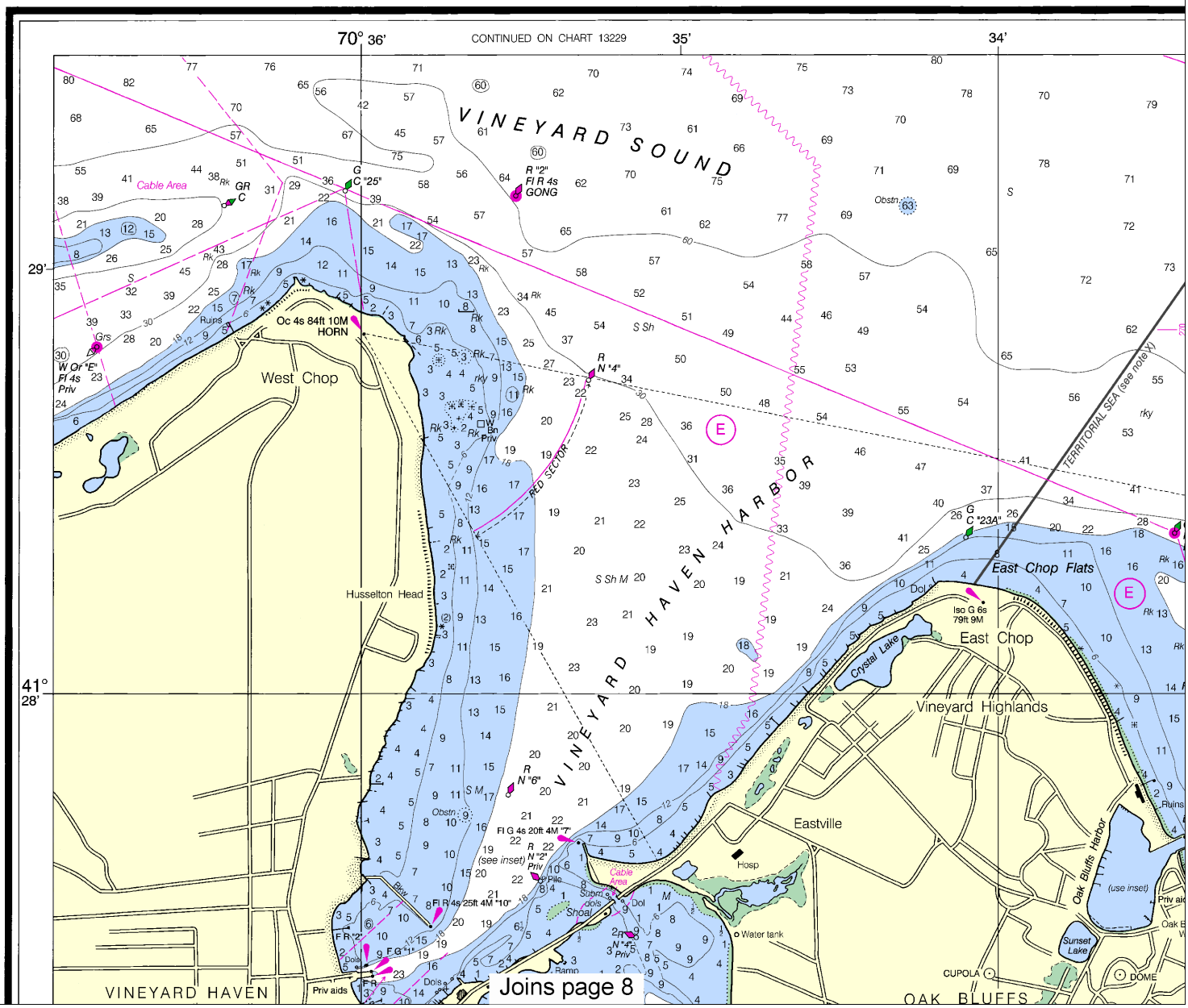
(Jul 2007)

SOUNDINGS IN FEET

13238



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES — EAST COAST

MASSACHUSETTS

MARTHA'S VINEYARD - EASTERN PART

Mercator Projection
Scale 1:20,000 at Lat 41°25'

North American Datum of 1983
(World Geodetic System of 1984)

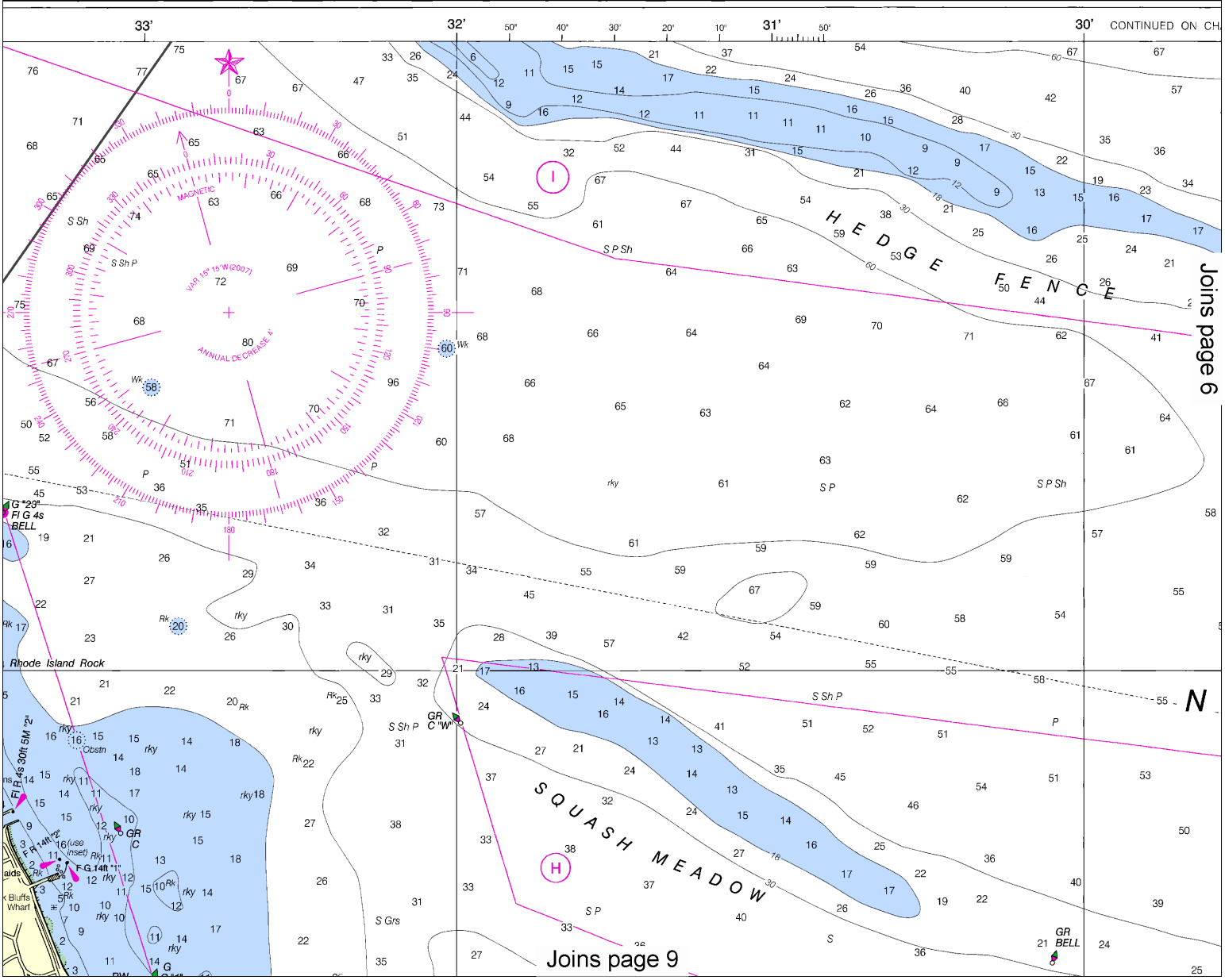
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly C&GS 261, 1st Ed., Jul. 1963 KAPP 2102

gation. The National
s, or comments for
2), National Ocean

datum of soundings (MLLW)	
Mean High Water	Mean Low Water
feet	feet
1.8	0.1
2.3	0.1
1.1	---

tion. Real-time water levels.
esandcurrents.noaa.gov.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

5

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES—EAST COAST

MASSACHUSETTS

MARTHA'S VINEYARD - EASTERN PART

Mercator Projection
Scale 1:20,000 at Lat 41°25'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly C&GS 261, 1st Ed., Jul. 1963 KAPP 2102

Navigation regu
Coast Pilot 2. Add
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Office of the Dist
Concord, MA.
Refer to charte

ANC
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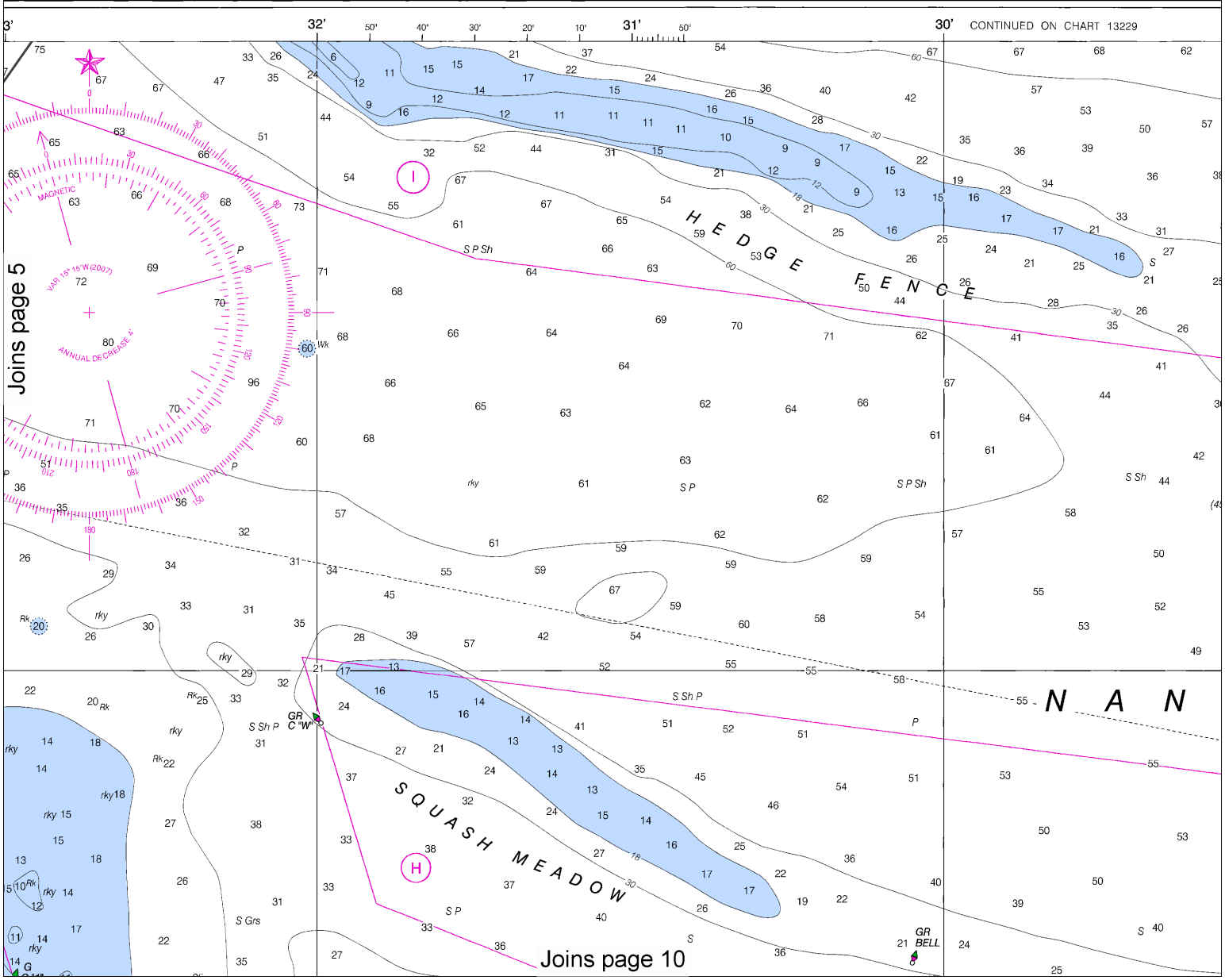
Limits and designa
in magenta.

E G H I



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Yards: 500, 0, 500, 1000, 1500, 2000, 2500

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NOTE A

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strict Engineer, Corps of Engineers in

ted regulation section numbers.

CHORAGE AREAS

110.140 (see note A)

nations of anchorage areas are shown

GENERAL ANCHORAGES

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

AIDS TO NAVIGATION

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Heights in feet above Mean High Water.

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CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

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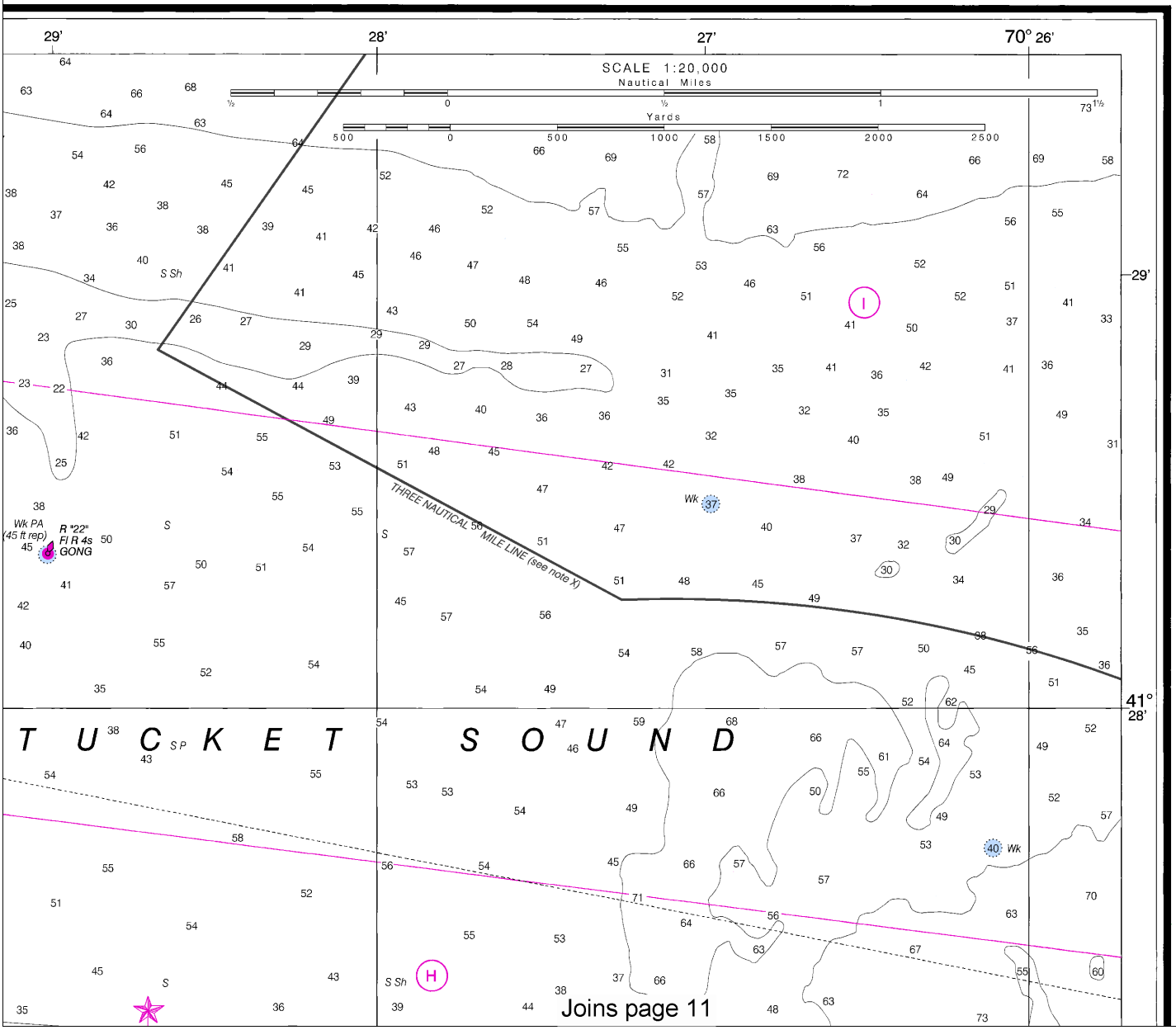
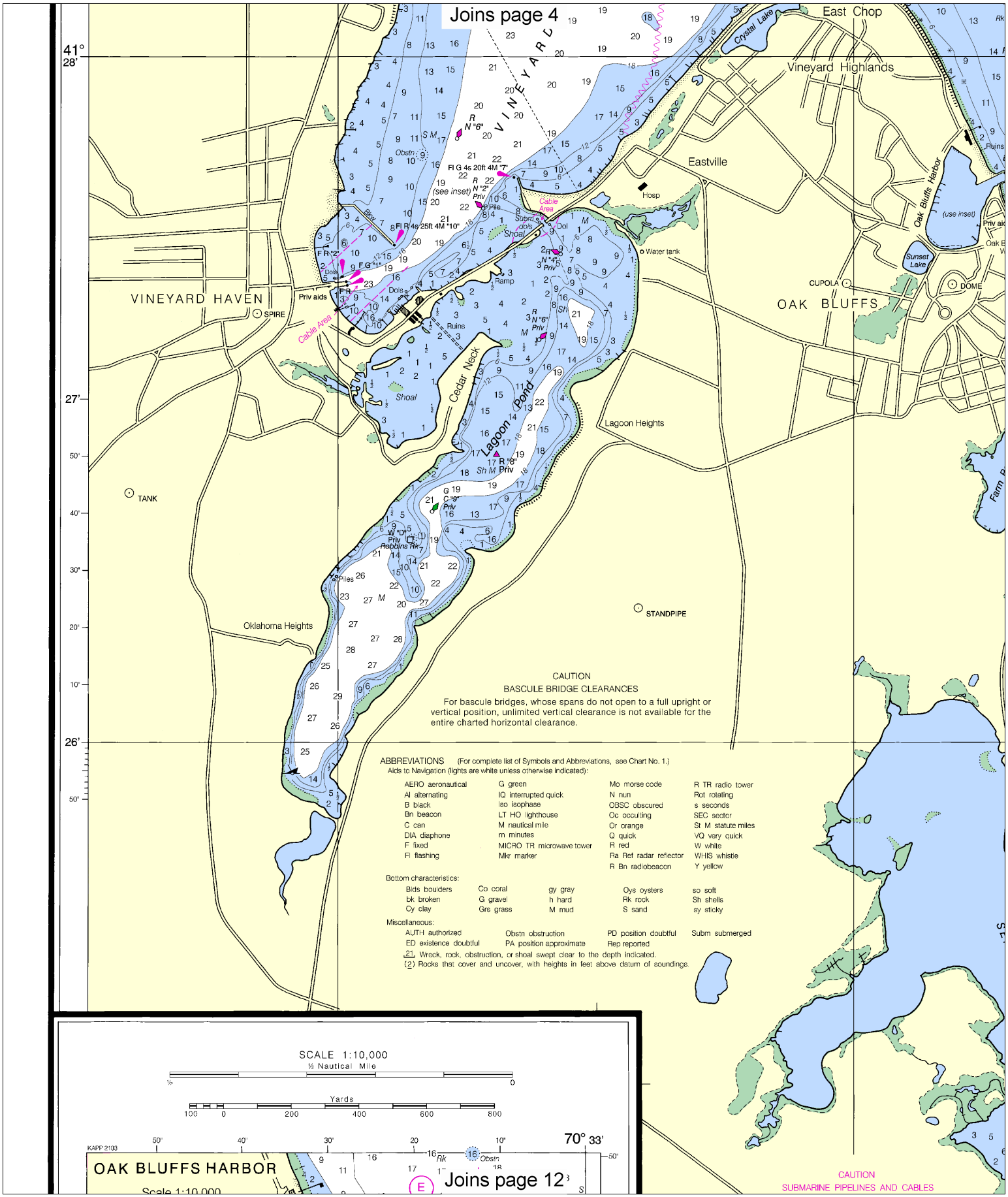
13238



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0313 1/15/2013,
NGA Weekly Notice to Mariners: 0513 2/2/2013,
Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.



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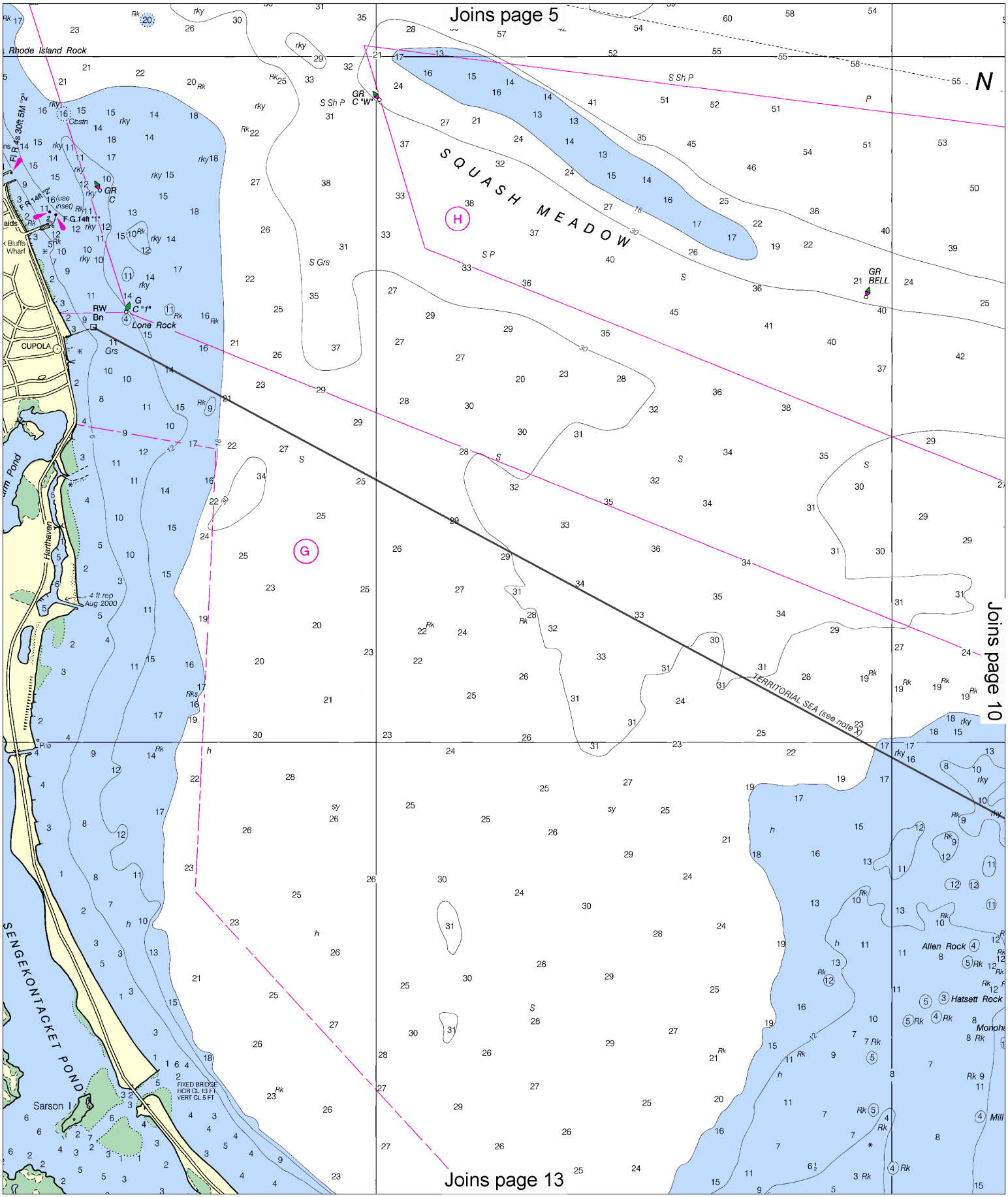
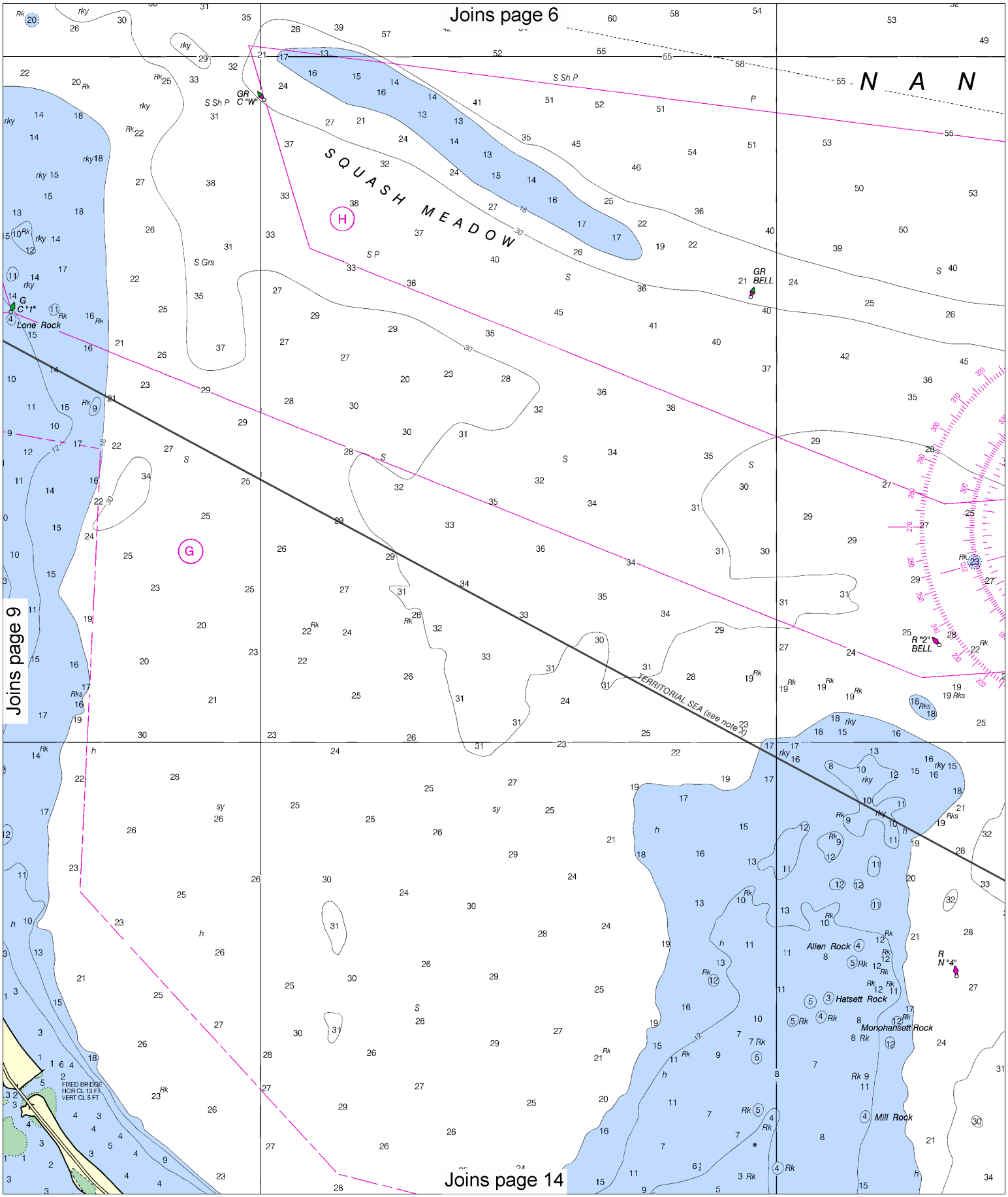
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 5
Rhode Island Rock
SQUASH MEADOW
Lone Rock
CUPOLA
Harthaven
4 ft rep Aug 2000
TERRITORIAL SEA (see note X)
Joins page 10
Joins page 13
SENGEKONTACKET POND
Sarson I
FIXED BRIDGE HOR CL 13 FT VERT CL 5 FT
Allen Rock
Hatsett Rock
N



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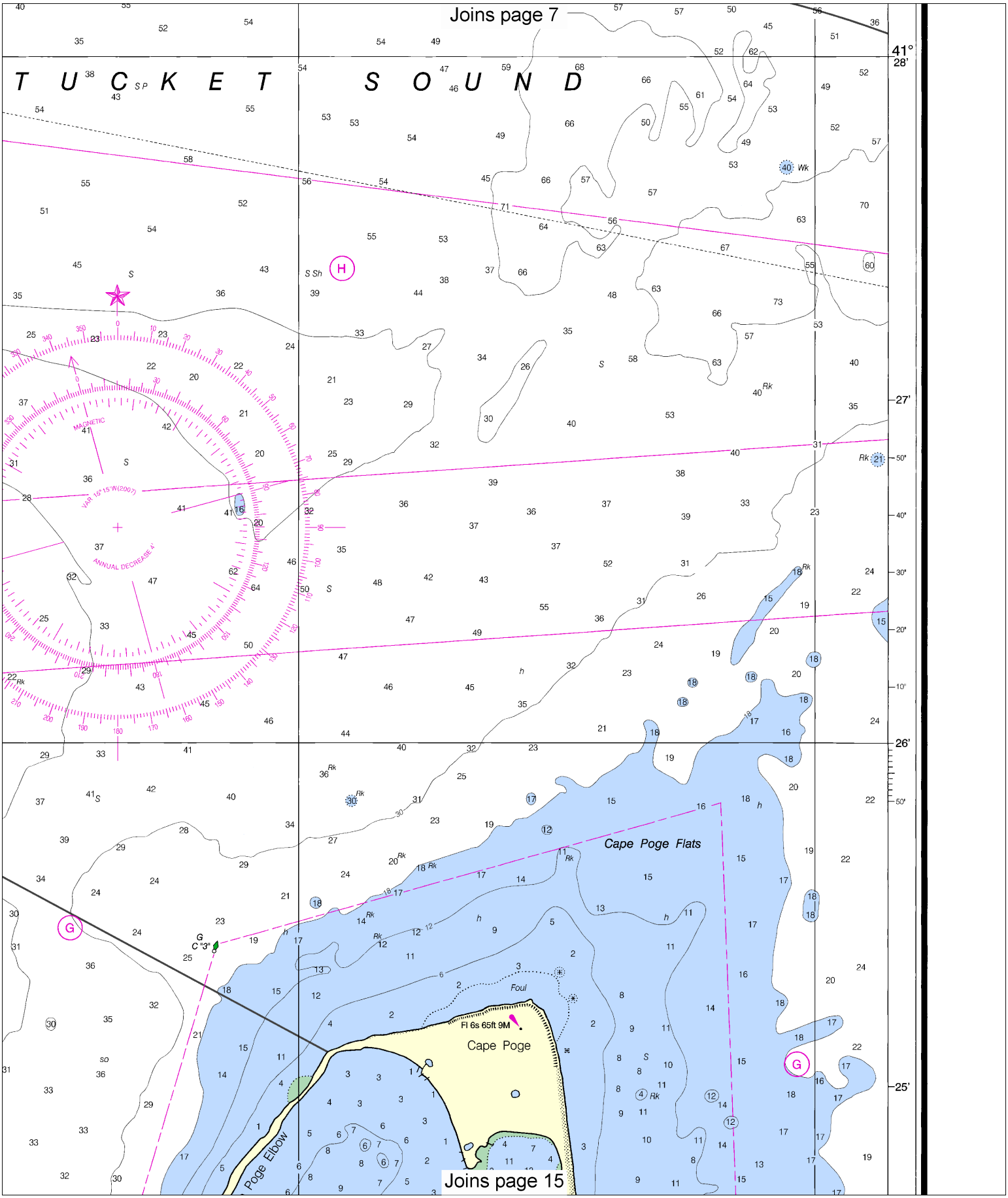
Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 7
TUCKET SOUND
41° 28'
27'
26'
25'
Cape Poge Flats
Foul
Fl 6s 65ft 9M
Cape Poge
Poge Elbow
Joins page 15

bk broken
Cy clay

Joins page 8

Oys oysters
Rk rock
S sand
Sh shells
sy sticky

Miscellaneous:
AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

SCALE 1:10,000
½ Nautical Mile
Yards
100 0 200 400 600 800

KAPP 2103

OAK BLUFFS HARBOR

Scale 1:10,000
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

70° 33'
41° 27' 30"
N
Fl R 4s 30 ft 5M "2"
8½ FT JUN 2012
F R 14ft "2" Priv
F G 14ft "1" Priv
Oak Bluffs Wharf
Ruins
Obstn
Sunset Lake
OAK BLUFFS
DOME
Piling
Dolphins
Rk
rky
sy

KAPP 2104

70° 36'
41° 27' 30"
N
S M
R N "6"
Obstn
Fl G 4s 20ft 4M "7"
R N "2" Priv
Pile
Fl R 4s 25ft 4M "10"
F R 14ft "2"
F G 14ft "1"
F R 14ft "2"
Priv aids
Ferry
Breakwater
Cable Area
Cable Area
Submerged dolphins
BASCULE BRIDGE
HOR CL 30 FT
VERT CL 15 FT
Shoal
Marine railways
Causeway (ruins)
VINEYARD HAVEN
VINEYARD HAVEN HARBOR
Scale 1:10,000
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Joins page 16

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area
Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

NOTE X

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M A R T H A

Wintucket Cove

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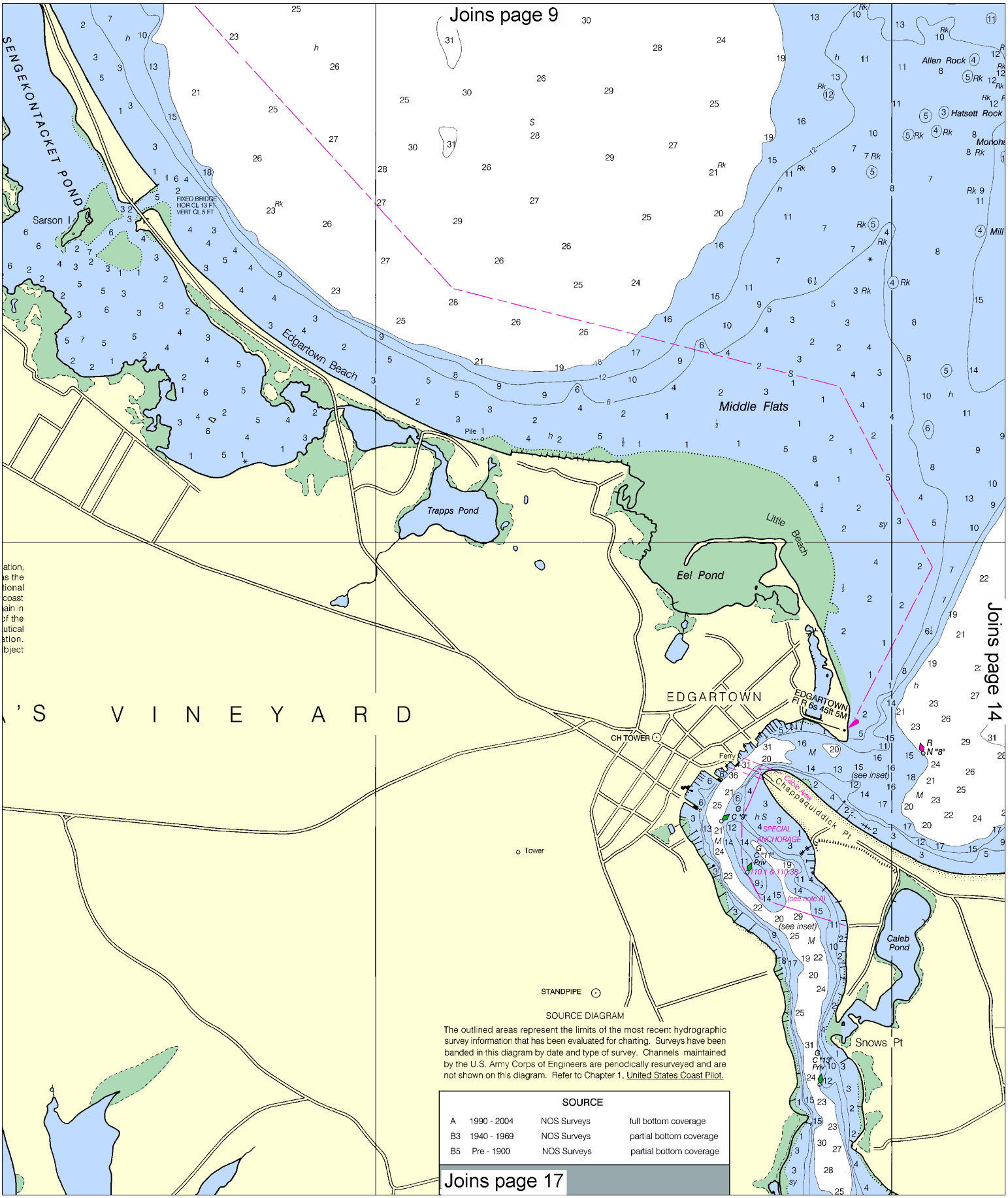
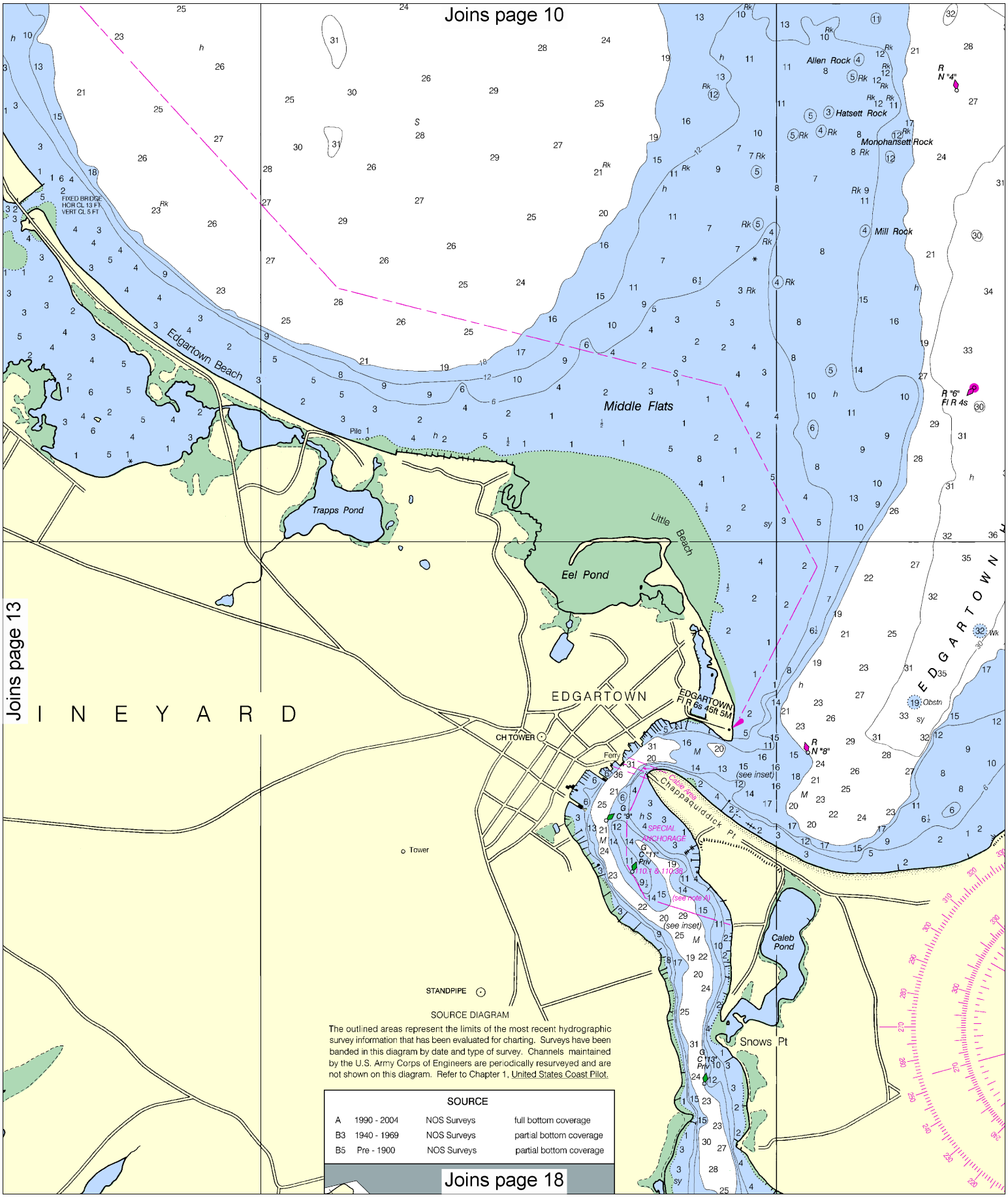
Nautical Miles
0 1 1½
Yards
500 0 500 1000 1500 2000 2500



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990 - 2004	NOS Surveys	full bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B5	Pre - 1900	NOS Surveys	partial bottom coverage



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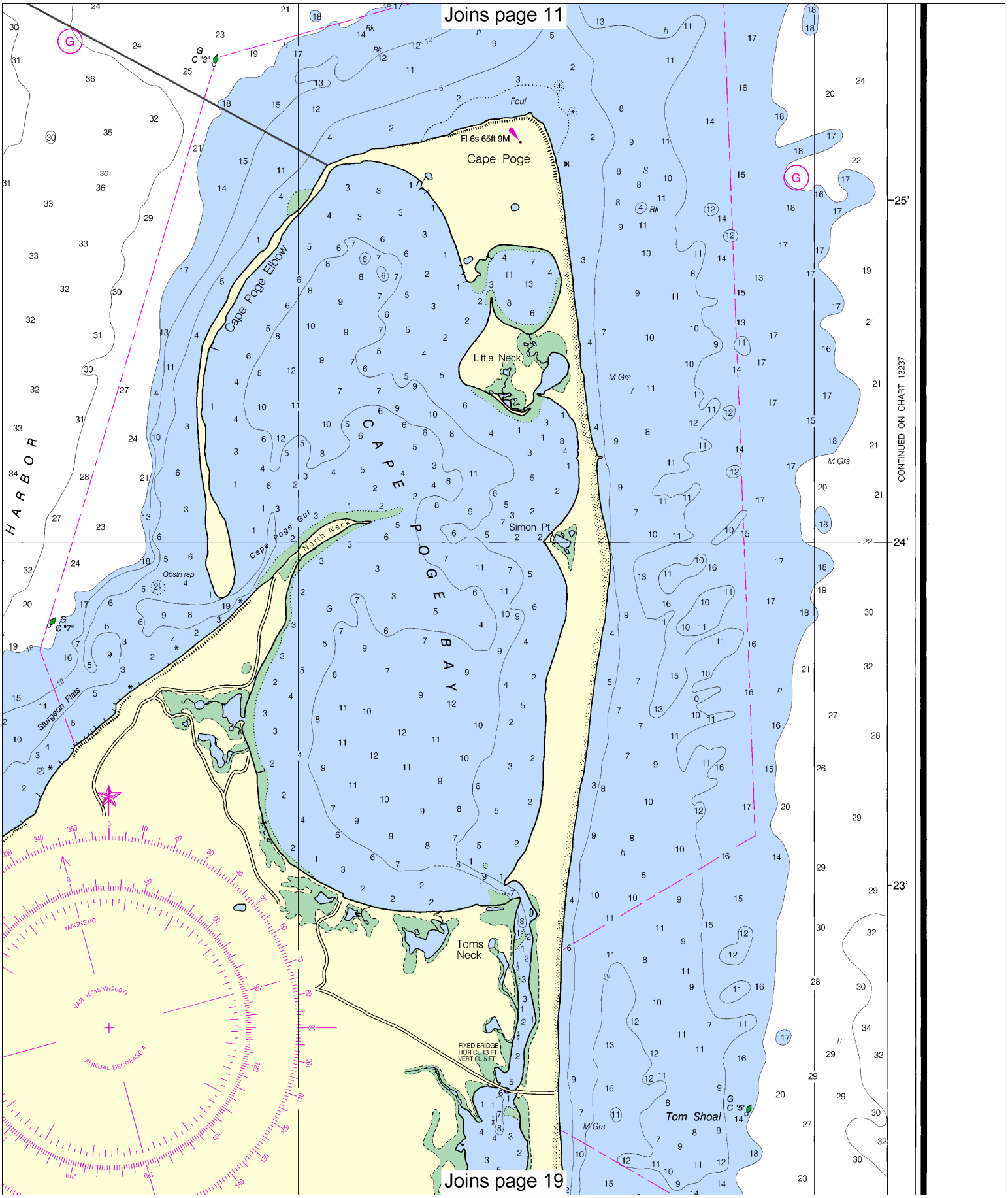
SOURCE			
A	1990 - 2004	NOS Surveys	full bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B5	Pre - 1900	NOS Surveys	partial bottom coverage

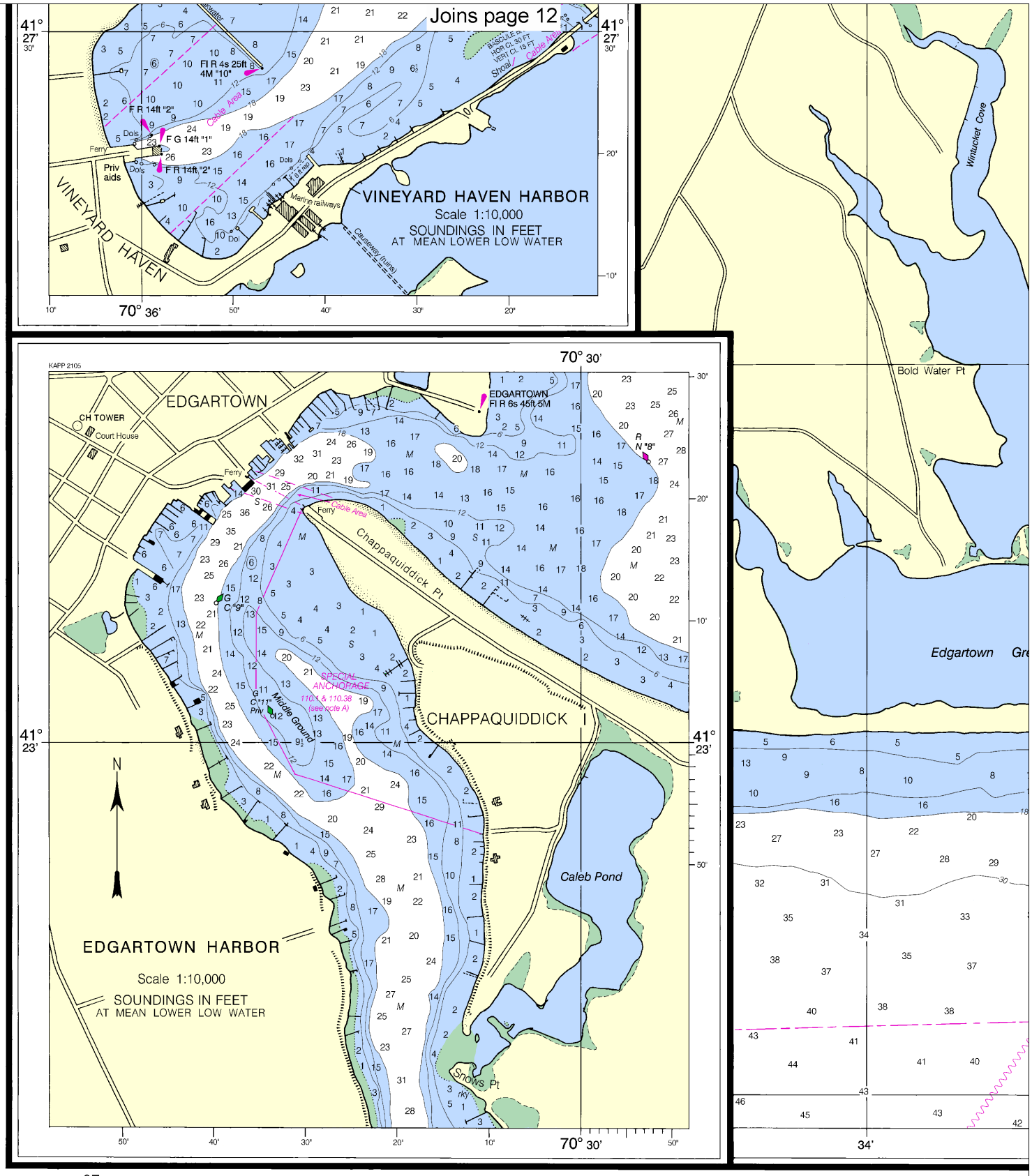
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 11
Fl 6s 65ft 9M
Cape Poge
Foul
Cape Poge Elbow
Little Neck
M Grs
CAPE POGE BAY
Cape Poge Gut
North Neck
Simon Pt
Obstn rep
Sturgeon Flats
Toms Neck
FIXED BRIDGE
HOR CL 13 FT
VERT CL 5 FT
Tom Shoal
C "3"
C "7"
C "5"
MAGNETIC
VAR 15°15'W(2007)
ANNUAL DECREASE 4
25'
24'
23'
CONTINUED ON CHART 13237
Joins page 19



16th Ed., Aug. / 07 ■ Corrected through NM Aug. 4/07
Corrected through LNM Jul. 24/07

13238

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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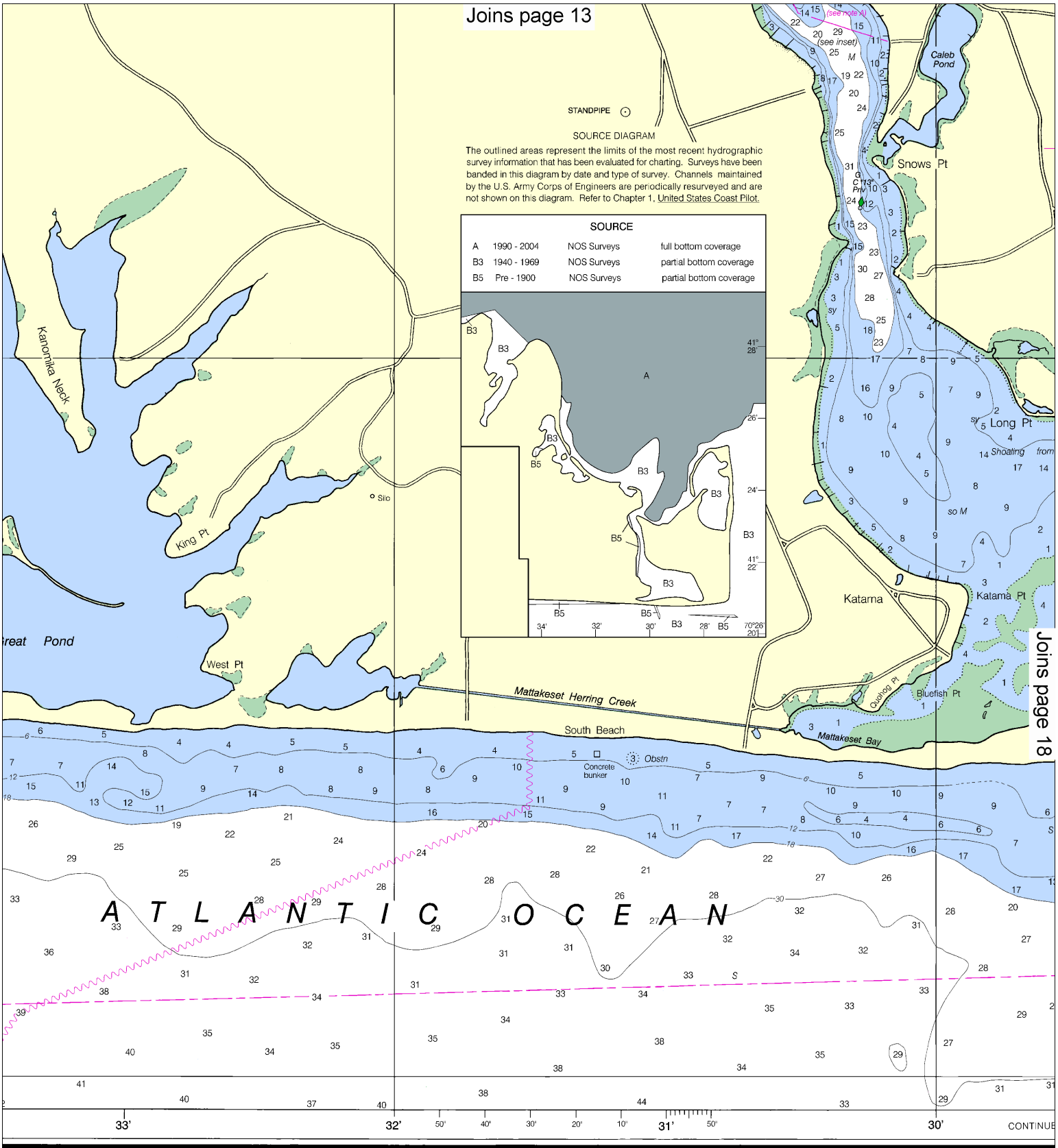
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 13



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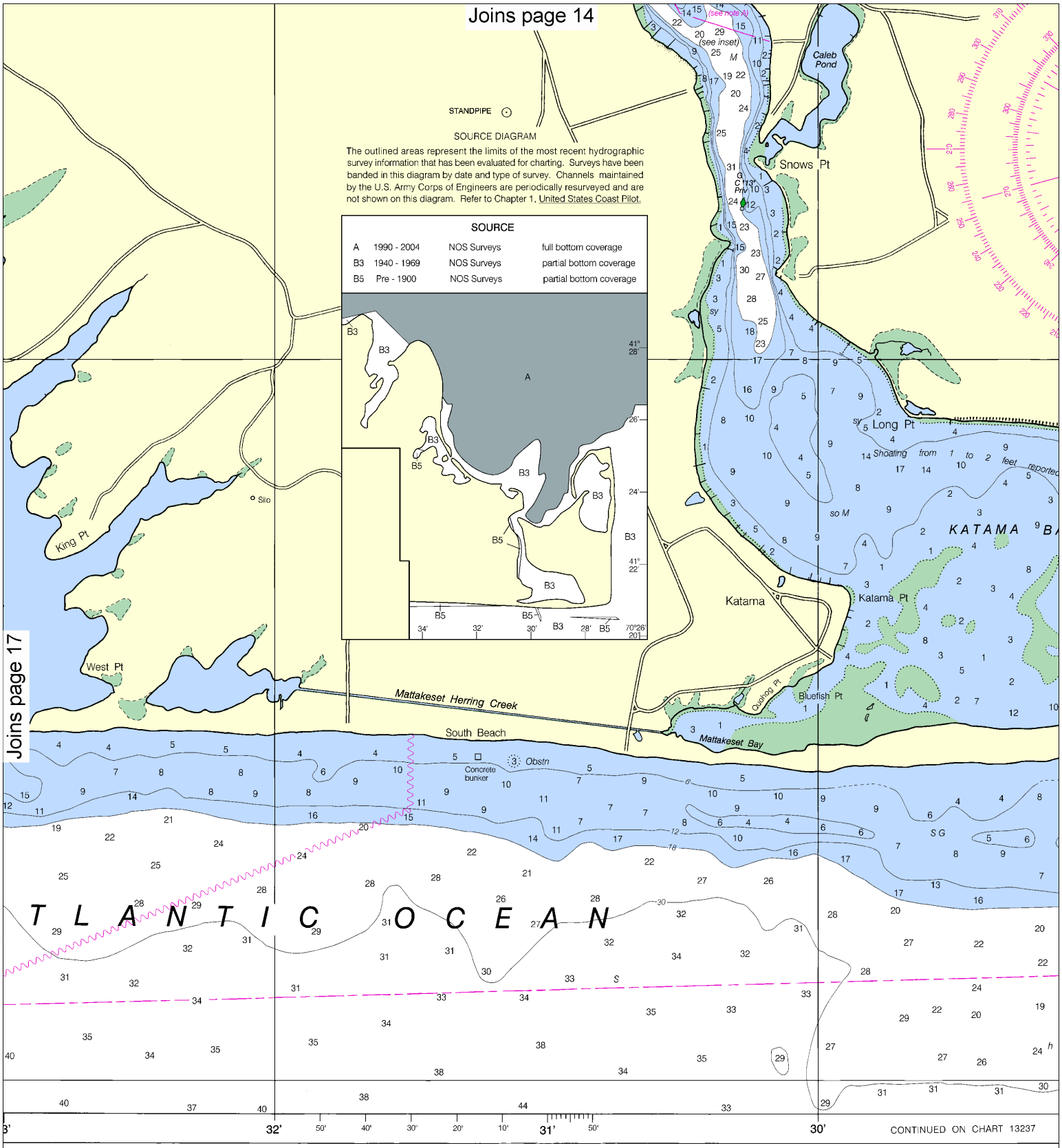
COAST SURVEY



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COAST SURVEY

SCALE 1:20,
Nautical Mile
Yards

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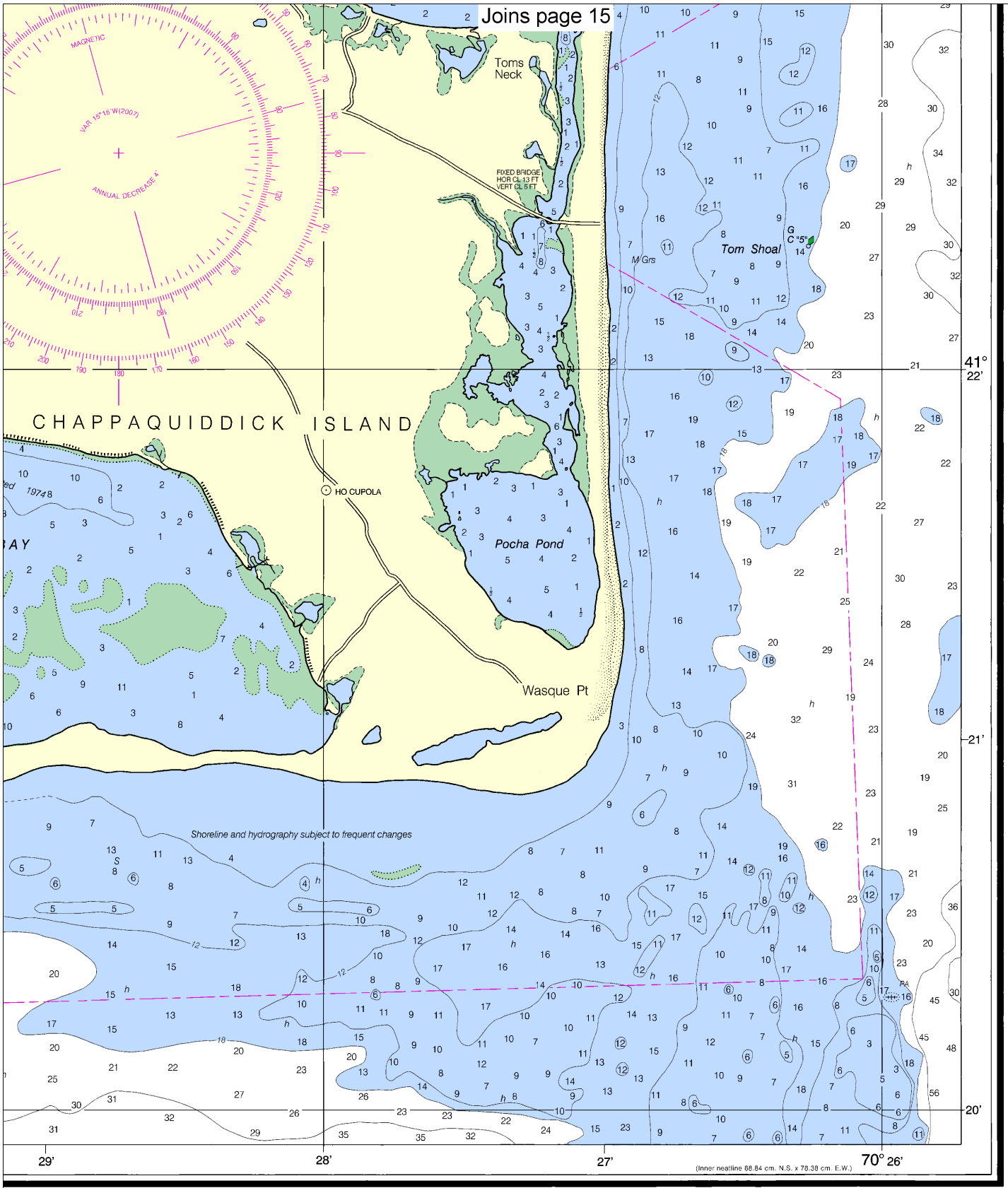
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



Martha's Vineyard-Eastern Part

SOUNDINGS IN FEET - SCALE 1:20,000

13238

SOUNDINGS IN FEET

ED. NO. 16

NSN 7642014010450 NGA REFERENCE NO. 13XHA13238

19

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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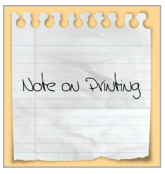

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